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Application No. 10/518,657

AMENDMENTS TO THE CLAIMS

A detailed listing of all claims that are, or were, in the present application, irrespective of whether the claim(s) remains under examination in the application are presented below. The claims are presented in ascending order and each includes one status identifier. Those claims not cancelled or withdrawn but amended by the current amendment utilize the following notations for amendment: 1. deleted matter is shown by strikethrough for six or more characters and double brackets for five or less characters; and 2. added matter is shown by underlining.

1-24. (Cancelled)

25. (Currently Amended) An aircraft landing gear door assembly comprising a plurality of doors moveable between open positions, in which a landing gear can be deployed through an aperture, and closed positions, in which the doors are closed across the aperture, the plurality of doors comprising a first door and a second door, wherein

during at least part of said movement of the plurality of doors, the movement of at least the first door of the plurality of doors is independent of the movement of the landing gear.

the first and second doors are so arranged that they are, [[in use]] when installed on an aircraft, configurable in such a way that movement of one of the first and second doors for at least a part of the way between the open and closed positions causes movement of the other of the first and second doors, and

the first and second doors are arranged such that, when the landing gear is deployed, the second door is obstructed from moving between its open and closed positions while the first door is free to move between its open and closed positions.

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26. (Previously Presented) An assembly according to claim 25, wherein the first and second doors are mounted such that they may be moved together between the open and closed positions substantially without any relative movement between the first and second doors.

27. (Previously Presented) An assembly according to claim 25, wherein one of the first and second doors is mounted for rotational movement about a fixed axis.

28. (Previously Presented) An assembly according to claim 25, wherein the first and second doors are mounted for rotation about a fixed axis, the fixed axes of rotation of the first and second doors being substantially coincident.

29. (Previously Presented) An assembly according to claim 25, wherein the first and second doors are each mounted for movement by means of a connection having a plurality of connection points, at least one of the connection points of one of the first and second doors being disposed between two of the connection points of the other of the first and second doors.

30. (Previously Presented) An assembly according to claim 25, in which the first and second doors are arranged so that they may be coupled together to move as a single unit between their open and closed positions, and be decoupled to enable the first door also to move independently of the second door between its open and closed positions.

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31. (Previously Presented) An assembly according to claim 25, in which, when the doors are in their open positions, the second door is disposed below the first door.

32. (Currently Amended) An assembly according to claim 31, in which the second door is mounted on at least one arm, said at least one arm having one end and an other end, the at least one arm connected at one end to the second door and is moveably mounted at its other end to allow the movement of the second door between its open and closed positions.

33. (Previously Presented) An assembly according to claim 25, in which the plurality of doors further comprises a third door moveable between closed and open positions, the first and third doors defining a pair of doors on opposite sides of the aperture through which the landing gear is deployed.

34. (Previously Presented) An assembly according to claim 33, in which the third door is mounted for rotational movement about a fixed axis.

35. (Previously Presented) An assembly according to claim 33, in which the third door is arranged such that, when the landing gear is deployed, it is free to move between its open and closed positions.

36. (Previously Presented) An assembly according to claim 33, in which the plurality of doors includes a fourth door mounted for movement between closed and open positions, the third

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and fourth doors being arranged such that, when the landing gear is deployed, the fourth door is obstructed from moving between its open and closed positions while the third door is free to move between its open and closed positions.

37. (Previously Presented) An assembly according to claim 36, in which the fourth door is mounted for rotational movement about a fixed axis.

38. (Previously Presented) An assembly according to claim 37, in which the fixed axes of rotation of the third and fourth doors are substantially coincident.

39. (Previously Presented) An assembly according to claim 36, in which the third and fourth doors are arranged so that they may be coupled together to move as a single unit between their open and closed positions, and be decoupled to enable the third door also to move independently of the fourth door between its open and closed positions.

40. (Previously Presented) An assembly according to claim 36, in which, when the third and fourth doors are in their open positions, the fourth door is disposed below the third door.

41. (Previously Presented) An assembly according to claim 40, in which the fourth door is mounted on at least one arm which is connected at one end to the second door and is moveably mounted at its other end to allow the movement of the fourth door between its open and closed positions.

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42. (Withdrawn) An aircraft landing gear door assembly including a plurality of doors moveable between open positions, in which a landing gear can be deployed through an aperture, and closed positions, in which the doors are closed across the aperture, the plurality of doors including a first door and a second door, wherein

the first and second doors are arranged so that:

(a) they may be coupled together to move as a single unit for at least a part of the way between the open and closed positions,

(b) they may be decoupled to enable the first door also to move independently of the second door between its open and closed positions, and

(c) when the landing gear is deployed, the second door is obstructed from moving between its open and closed positions while the first door is free to move between its open and closed positions.

43. (Currently Amended) An aircraft landing gear door assembly comprising a plurality of doors moveable between open positions, in which a landing gear can be deployed through an aperture, and closed positions, in which the doors are closed across the aperture, the plurality of doors comprising a first door, a second door, a third door and a fourth door, wherein

the first and second doors are so arranged that they are, [[in use]] when installed on an aircraft, configurable in such a way that movement of one of the first and second doors for at least a part of the way between the open and closed positions causes movement of the other of the first and second doors,

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the first and second doors are arranged such that, when the landing gear is deployed, the second door is obstructed from moving between its open and closed positions while the first door is free to move between its open and closed positions,

the third and fourth doors are so arranged that they are, when installed on an aircraft, configurable in such a way that movement of one of the third and fourth doors for at least a part of the way between the open and closed positions causes movement of the other of the third and fourth doors,

the third and fourth doors are arranged such that, when the landing gear is deployed, the fourth door is obstructed from moving between its open and closed positions while the third door is free to move between its open and closed positions,

the first and third doors defining a first pair of doors on opposite sides of the aperture through which the landing gear is deployed,

the second and fourth doors defining a second pair of doors on opposite sides of the aperture through which the landing gear is deployed.

44. (Previously Presented) An assembly according to claim 43, in which each of the first, second, third and fourth doors are mounted for rotational movement about a fixed axis, the fixed axes of rotation of the first and second doors being substantially coincident and the fixed axes of rotation of the third and fourth doors also being substantially coincident.

45. (Currently Amended) An aircraft including a landing gear door assembly according to claim 25 and the landing gear with which the landing gear door assembly is associated.

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46. (Withdrawn) A method of operating a landing gear door assembly including a plurality of doors moveable between open positions, in which the doors provide an aperture through which landing gear can be deployed, and closed positions, in which the doors close over the aperture, wherein the plurality of doors include first and second doors and the method comprises the following steps:

opening the first and second doors, the opening of the doors comprising a step in which the first and second doors are moved together substantially without any relative movement between the first and second doors,

deploying the landing gear; and

closing the first door while the landing gear is still deployed.

47. (Withdrawn) A method according to claim 46, further including the following subsequent steps:

opening the first door;

retracting the landing gear; and

closing the first and second doors.

48. (Withdrawn) A method of operating a landing gear assembly including a plurality of doors moveable between open positions, in which the doors provide an aperture through which landing gear can be deployed, and closed positions, in which the doors close over the aperture,

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wherein the plurality of doors include first and second doors and the method comprises the following steps:

providing the door assembly with the landing gear deployed, the first door closed and the second door open;

opening the first door;

retracting the landing gear; and

closing the first and second doors, the closing of the doors comprising a step in which the first and second doors are moved together substantially without any relative movement between the first and second doors.

49. (Withdrawn) A method according to claim 48, further comprising the following subsequent steps:

opening the first and second doors;

deploying the landing gear; and

closing the first door while the landing gear is still deployed.

50. (Withdrawn) A method according to claim 46, in which the plurality of doors includes a third door moveable between closed and open positions, the first and third doors defining a pair of doors on opposite sides of the aperture through which the landing gear is deployed, the third door being opened when the first door is opened and closed when the first door is closed.



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51. (Withdrawn) A method according to claim 50, in which the plurality of doors includes a fourth door mounted for movement between closed and open positions, the fourth door being opened when the second door is opened and closed when the first second door is closed.

52. (Withdrawn) A method of operating a landing gear door assembly including a plurality of doors moveable between open positions, in which the doors provide an aperture through which landing gear can be deployed, and closed positions, in which the doors close over the aperture, wherein the plurality of doors include first and second doors and the method comprises the following steps:

- opening the first and second doors, the opening of the doors comprising a step in which the first and second doors are coupled together,
- deploying the landing gear;
- decoupling the first and second doors; and
- closing the first door while the landing gear is still deployed.

53. (Withdrawn) A method of operating a landing gear assembly including a plurality of doors moveable between open positions, in which the doors provide an aperture through which landing gear can be deployed, and closed positions, in which the doors close over the aperture, wherein the plurality of doors include first and second doors and the method comprises the following steps:

- providing the door assembly with the landing gear deployed, the first door closed and the second door open;

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opening the first door;  
retracting the landing gear; and  
coupling the first and second doors, and then closing the first and second doors.

54. (Withdrawn) A method of operating a landing gear door assembly including a plurality of doors moveable between open positions, in which the doors provide an aperture through which landing gear can be deployed, and closed positions, in which the doors close over the aperture, wherein the plurality of doors include first, second, third and fourth doors, the first and third doors defining a first pair of doors on opposite sides of the aperture, and the second and fourth doors defining a second pair of doors on opposite sides of the aperture, and the method comprises the following steps:

opening the first, second, third and fourth doors, the opening of the doors comprising a step in which the first and second doors are together rotated about substantially the same fixed axis substantially without any relative movement between the first and second doors, and a step in which the third and fourth doors are together rotated about substantially the same fixed axis substantially without any relative movement between the third and fourth doors,

deploying the landing gear; and

closing the first pair of doors while the landing gear is still deployed.

55. (Withdrawn) A method of operating a landing gear assembly including a plurality of doors moveable between open positions, in which the doors provide an aperture through which landing gear can be deployed, and closed positions, in which the doors close over the aperture,

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wherein the plurality of doors include first, second, third and fourth doors, the first and third doors defining a first pair of doors on opposite sides of the aperture, and the second and fourth doors defining a second pair of doors on opposite sides of the aperture, and the method comprises the following steps:

providing the door assembly with the landing gear deployed, the first pairs of doors closed and the second pair of doors open;

opening the first pair of doors;

retracting the landing gear; and

closing the first and second doors, the closing of the doors comprising a step in which the first and second doors are together rotated about substantially the same fixed axis substantially without any relative movement between the first and second doors, and a step in which the third and fourth doors are together rotated about substantially the same fixed axis substantially without any relative movement between the third and fourth doors.